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The China Mail.

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Humidity 93

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No. 18346

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號五廿月八年一十二百九千一英

HONGKONG, THURSDAY, AUGUST 25, 1921.

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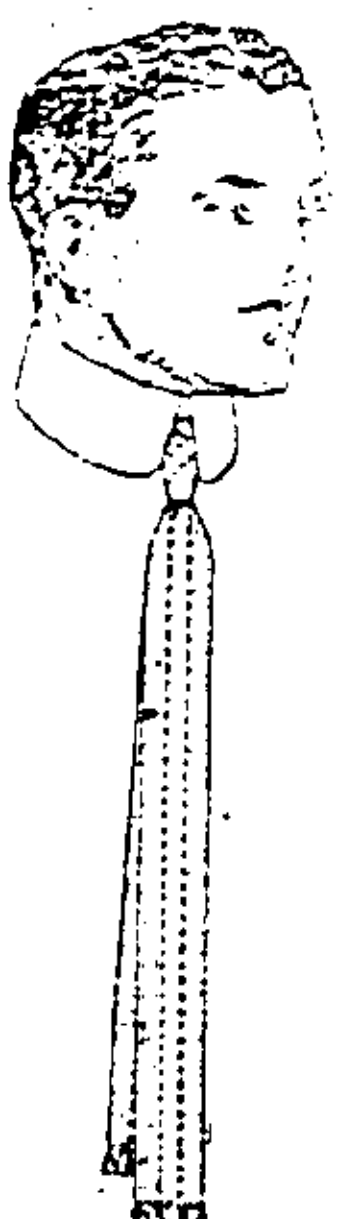
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LADIES IN ALL CLIMATES
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FACE POWDERS
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HONGKONG.

TO-DAY'S CABLES.

(Reader's Service to the China Mail)

GIANT AIRSHIP EXPLODES.

R38 BURSTS INTO FLAMES OVER HULL.

ONLY SIX MEN ESCAPE.

CITY WATCHES FLAMING WRECK PLUNGE INTO RIVER.

LONDON, August 25.

The airship R38 exploded over Hull and fell in flames into the river.

[The R38 left Howden on Tuesday morning on a 2 hour flight, after which she was to proceed to Pulham prior to starting for America. There were 47 aboard, including 20 Americans. The R38 was to have started on Monday for America. Five American warships were to be stationed in the Atlantic, including a fuel ship, in addition to a flotilla of destroyers with meteorological officers wireless weather reports to the airship, which was to have wireless details of the voyage to Britain and America.]

THREE MEN ON ONE PARACHUTE.

Tugs and all kinds of craft went out to the wreckage. Ambulances conveyed the injured crew as they landed to the infirmary. Two dead bodies were found at 6.20 in the water.

Eyewitnesses declare that at least four men were seen to descend by parachutes, one carrying three men.

The explosions wrecked many shop fronts. The death toll is not yet known.

The captain of the vessel has been rescued.

AWFUL EXPLOSIONS.

LATER.

The airship R38, renamed the Z2, was cruising in fine style over the city of Hull at 5.45 in the evening when she was suddenly to break in twain. There were instantly two terrific explosions and the huge craft burst into flames and fell a wreck into the river Humber. Thousands of people in the city, awe-stricken, watched the terrible calamity. They were stupefied by the awful explosions and scattered in all directions for shelter for fear of the falling wreckage which barely escaped the Victoria Pier. The burning parts belched forth dense columns of blue smoke extending hundreds of feet along the top of the warehouses in the city.

MONSTER'S BACK BREAKS.

A survivor named Bateman said that he was at the tail-end of the vessel photographing when the ship took a sharp turn to the right from the centre of the city towards the Humber, and one of the main girders of the ship failed to take the strain. The onlookers below then saw a huge cloud of black smoke burst from the rear of the airship, followed by a terrific explosion. The vessel's back appeared to have broken and the monster fell in flames over the city, but a turn towards the Humber carried the flaming mass into the river. Bateman hung on to the tail-end and alighted in the water. He was rescued by a tug.

There were 47 on board the airship, including 20 American passengers. At present it is believed that there are only six survivors.

COMMANDER BADLY INJURED.

Commander Wann was badly injured. It is stated that it was his skilful navigation when he realised the danger which averted the falling of the airship in the centre of the city. Consequently a far more terrible disaster might have happened.

Brigadier Edward Maitland, C.M.G., D.S.O., Senior Airship Officer, who took part in R34's Atlantic crossing in 1919, was on board and evidently perished.

A survivor declares that the airship was carrying out rudder tests at the time of the disaster.

WORLD'S AERIAL PRIDE.

TRIAL FLIGHT BEFORE ATTEMPTING ATLANTIC FLIGHT.

LONDON, August 25.

It transpires that the R38 was purchased by the United States Government. The Americans on board were officers and men of the United States Navy who were in training with a view to navigating the airship across the Atlantic after her tests.

The Admiralty designed the ill-fated airship which was the largest rigid machine constructed in Britain. She was intended to be the pioneer of her class but the construction of the others was cancelled. She had a length of 690 feet, a diameter of 85 feet, and a lifting capacity of 83 tons. She carried six Sunbeam Cossack engines, each of 350 horse power. Her normal crew was thirty. Her gas capacity was 300,000 cubic feet—larger than the biggest zeppelin. With a cruising capacity of 6,500 miles, she was regarded as the aerial pride of the world. She had been aloft at the time of the disaster 35 hours.

TERRIFIC THUNDERSTORM.

LATER.

The R38 behaved so admirably on the test voyage from Howden, Yorkshire, yesterday that the Captain continued the cruise. The airship was expected at Pulham Norfolk, late this evening. Storms accompanied the voyagers. There was a terrific thunderstorm early this morning. The tests were very successful. A wireless message later intimated that the Captain was staying aloft until the clouds lifted.

WIRELESS WONDERS.

TELEPHONE TALKS BETWEEN LONDON AND AUSTRALIA.

MARCONI'S HOPES FOR THE NEAR FUTURE.

LONDON, August 25.

An optimistic account of the wireless possibilities of the near future was given by Mr. Marconi to-day at the annual meeting of the Marconi Company. As a result of recent tests Mr. Marconi personally conducted in his yacht "Elektra," he holds the opinion that atmospheric difficulties have almost been mastered. He hopes shortly to create telephonic services with several foreign countries, subject to arrangements with the Post Office, also to create a direct wireless service between Britain and Australia, after which the question of providing Mr. Hughes with telephonic means of communicating with London will present little difficulty.

HOME CRICKET.

AUSTRALIANS' GOOD SCORE AT TAUNTON.

LONDON, August 25.

At Taunton the weather was dull. The wicket was excellent. There were 6,000 spectators. The Australians made 331 runs. Collins scored 101, including 12 fours. He gave four chances. Ryder made 124 not out. He scored seven fours during a game in which he gave no chances.

THE DOLLAR.

To-day's closing rate 2/8 5/8

To-day's opening rate 2/8 7/8

AIRSHIP DISASTER.

THE ATLANTIC FLIGHT.

ATTEMPTS ALREADY MADE.

In view of the fact that the R38, which met with terrible disaster over Hull yesterday evening, was to have left for America on Monday, it is interesting to recall a few particulars about the venturesome attempts to accomplish the Atlantic flight already made.

One of the first attempts to cross the Atlantic was made in a Short biplane by Major Wood and Captain Wylie who hoped to win the Daily Mail £10,000 prize. They left Easchurch for Ireland on March 18, 1919 but came down in the sea near Holyhead owing to engine trouble. Both aviators were rescued.

The next attempt was made by Mr. Harry Hawker, who was recently killed flying at Hendon, and Commander Grieve. They left St. John's, Newfoundland, in a Sopwith machine on May 18, and nothing was heard of them until the 25th, when a Danish steamer which had picked them up in mid-Atlantic after they had descended owing to a defect in their water pipe, arrived off the North of Scotland. The aviators had a great welcome on reaching London and the King decorated them with the Air Force Cross.

Shortly after this gallant effort Mr. Raynham attempted to follow in his Martinsyde, but the aeroplane fell and was wrecked.

On May 27, the N.C. 4 arrived at Lisbon, thus completing the first crossing of the Atlantic by air. On the 31st, Lieut. Commander A.C. Read in the N.C. 4 arrived at Plymouth from Lisbon and was met by British flying boats. The aviators were subsequently entertained in London.

THE FEAT ACCOMPLISHED.

On June 14 Captain John Alcock and Lieutenant Whitten Brown left St. John's Newfoundland, in their Vickers-Vimy-Rolls Royce, and landed in a fox at Clifden, County Galway, on the following morning. Thus crossing the Atlantic direct in 16 hours 12 minutes, and winning the £10,000 prize offered by the Daily Mail. On the 20th Mr. Churchill presented the two aviators with the prize and announced the conferment upon them by the King of the K.B.E., with which they were invested at Windsor on the following day.

On July 2, the British Airship R34 (Major G. H. Scott) left East Fortune for her double trip across the Atlantic. Three days later after sighting Newfoundland, she ran into a violent electrical storm, and United States vessels were despatched to stand by. The following day with her fuel nearly expended the R34 landed safely at her destination at Mineola, Long Island, having flown 3,120 sea miles in just over 168 hours. On July 9, the return journey was started, and on the 13th the airship landed at Pulham, Norfolk, after flight of 75 hours 3 mins.

RUDE ROGUES.

JAPANESE LADY PEPPERED.

That they entered a house in Anton Street and, after throwing pepper in her face, tried to overpower the Japanese lady who lived there was alleged against two Chinese presented before Magistrate Orme at the Police Court to-day.

One of the prisoners was a house coolie who, according to the evidence, went to answer the door when three knocks were heard and admitted two other men into the house. One of the intruders caught the lady by the throat while the other after smothering her face with pepper, tried to pin her hands behind her back. At her mother's direction the complainant's small daughter grabbed up a police whistle and blew it from the verandah. The three men then ran out of the house but later two of them were captured.

Questioned by the Magistrate, Inspector Blackman was unable to suggest any likely motive for the intrusion. The complainant, he said, was a tailoress of moderate means. One of the men was sentenced to six months' imprisonment and the other, one—the house coolie—was remanded until to-morrow.

Particulars are given in our advertisement columns of competitions to be held by the Royal Hongkong Golf Club over the Happy Valley course on Sunday next on the occasion of the opening of the new club house.

BUSINESS NOTICES

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HONGKONG EMPORIUM

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Public Auctions—

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY, August 26, 1921.

Commencing at 2.30 p.m.

at their Sales Room, Duddell Street,

A Very Fine and Superior
Selection of Genuine Old Chinese
- Charles of Extremes Rarities.

Comprising—

Bronze and Porcelain vases, incense burners, jades, figures, ginger jars, flower pots, bowls, wine cups, tea pots, josses, hats and ornaments, Pekin Glass and Jade Figures, vases, lions, josses and ornaments, Necklaces, Pekin cloisonné vases, enamelled plates, bowls, Lacquerware, screen, panel, slatted chairs, Scotch Blackwood chairs, island with porcelain panels, Mandarin coats, and porcelain of Kangxi, Yungcheng, Kienlung, K'anghi and T'ungwang periods, including Scrolls of Tang, Sung, Yuan, Ming and Tsing Dynasties.

Also

Agate Lacquer Burner and cover.
On view from Thursday the 25th August.

Catalogues will be issued.

Terms Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, August 19, 1921.

THE WATER SUPPLY.

Level and Storage of water in reservoirs on the 1st August, 1921—

CITY AND DISTRICT WATER WORKS

LEVEL

1921

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YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot weather (2) LACTOGEN (Milk Sugar) for sweetening the foods of Infants and Dyspeptics (3) MILDRED-MCGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

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DIVER'S LIFE.

ROMANCE AND DANGER.

PEARLS ON THE OCEAN FLOOR.

There is always a touch of romance about the work of the diver, and in this article, in the Sydney Sun, a well-known pearl fisherman at present in Sydney tells in an entertaining way just what constitutes a day's work for those men who, clad in fantastic suits, grope about on the ocean bed in search of treasure.

Matsuoto Jucoro, whose house address was via Kobe, Japan, at the mature age of 24 had reached the summit of his ambition; that he was a number one diver, in full charge of a fine lugger.

Having served a hard six years' apprenticeship, first as ordinary crew at £2 a month, then as try tender, No. 1 tender, and try diver at steadily increasing rates of pay, Matsu was now confident of his ability to raise seven tons of shell during the working season, and to be a seven-ton man is to command the admiration and respect of all—including the white man.

With these comforting thoughts passing through his mind, Matsu in his snug little cabin. After having many buckets of sea water thrown over his body, he clothed in his singlet and pants of light blue flannel, tucked himself in his bunk, and crooned his prayers in a sing-song voice, whilst the tender, his cabin mate, was turning in. Then at 8 p.m. light out, and sleep.

Early sunrise the tender Mahihara Esigoro and crew are up and busy. Sallie Hassan, one of the Malay crew, whose turn it is to do the cooking for a week, is busy lighting the mangrove wood fire and getting ready the ingredients for baking bread. The other three of the crew are at the windlass rattling up the sleeping anchor to the merry clank of the pawls, while down below Matsu is leisurely donning his heavy woollen underclothing. As he arrives on deck a steaming hot cup of coffee is served out to all hands, and then the work of dressing the diver is accomplished, and just as the sun peeps over the horizon, Matsu is on the outside ladder receiving the last careful attention of his tender. A slight tap on the helmet signals all ready, and, lurching gently backwards, he slides into the depths, steadying himself down by the pump line with his heavy weight resting on the bottom, thirteen fathoms below. On arrival there Matsu signals "up plumper," and the day's search for shell has begun.

THE SILENT DEEP.
His first look is at the composition of the sea bottom, which, to his satisfaction indicates good shell ground. With the exception of the throb, throb, throb of the pistons of the far-distant air pump, and the slight hissing of the exhaust valve on the helmet he is in utter silence. The water is clear, but is not visible to him as water. There are no ripples to be caught by glancing rays of sun. He looks out of his face glass into a hazy sort of atmosphere, but can distinguish objects on the bottom a full 12 yards away. A small fish seemingly floating in air glides lazily past him, then, in curiosity puzles its nose right up against the face glass.

Walking along with the lumbering, seemingly lazy gait of the diver, presently he comes across a small shrub, and knowingly puts his hand underneath its foliage and pulls out the pearl shell snugly hidden there, another shrub, and another, quite a dozen all told, each yielding a nice medium-sized shell. This little plantation past, he notices a slight crinkle in the evenness of the smooth bottom. It's the elusive shell again, well buried in the soft ooze, but the opening and shutting of the bivalve has caused the little crinkle, and thus betrayed its whereabouts to the observant diver.

There is a tug at the life line—the tender's signal to come up. Half an hour in 13 fathoms is quite long enough. So, slowly, very slowly, as he has been wisely taught, Matsu allows himself to be hauled to the surface. With helmet and corselet off, and seated on the cabin house, he with the rest has breakfast, but for him it's a very meagre meal, for no good diver fills himself with food during working hours.

After this short spell Matsu descends again.

WHITE MASS OF FISH.
The tide is stronger now, and the working anchor is down with the chain fouled around the fluke so that it will drag along the bottom and allow the lugger to drift. After a minute or two's wait, Matsu comes upon a sight entirely new to him. First it looks through the gloom like a gently heaving pyramid of clouds, but on closer approach reveals itself as one huge white mass—fish. They are there in their thousands—tier upon tier of them, circle upon circle, all with their heads pointing toward the centre of a circular depression in the bottom, measuring some 20 ft. in diameter. Matsu promptly signals the magic word "fish," and then disturbs the "nest." Down come the fish, and very soon there are 30 odd 12 to 15 pounders on deck, most of them to be cut in filets and sent cured against leaner times. The scattering fish have so stirred up the bottom that it is impossible to see until well away from that area. Confronting his merch, he notices a crayfish gently sliding under a bush. A fine delicacy this, quickly caught and placed in his network shell bag.

Suddenly, without warning, Matsu feels a strong insistent pull from behind; there is no resisting it, his left arm is swept from under him, and in 10 seconds he is suspended in the water two fathoms from the tide level in an almost horizontal position. Well he knows what has happened. He had been warned by old Fuele to beware of those coral cups when working off Seven Rivers. These cups, rising to a height of 20 ft. or more, and shaped like a mushroom, always constitute a danger to the diver as in this instance. The air pipe has fouled one of these, the lugger has drifted past on one side and the diver on the other, and with a four-knot tide running; there is no hope of him pulling hand-over-hand on the pipe up to the coral and so freeing himself, any more than there is of the crew doing a similar thing on the lugger. Matsu fully realises all this, also that by good luck the life line is free. The tender, too, is well aware of what has happened, and has already done the right thing in taking both air-pipe and life-line to the blows of the lugger, so that she will ride haws on to the tide and so offer the smallest resistance.

Matsu, by means of little pulls and shakes on the life-line, similar to the Morse code, has ascertained that no other luggers are in sight to be called on for assistance, and has resisted himself to wait until the tide turns, hold, or will it become flattened out and so render it impossible for the air to reach him? Matsu calmly reviews these possibilities, knowing that in the latter case the tender would cut the pipe and haul him up with the life-line, provided the pipe, when cut, would slide round the coral cup.

But fate had not yet finished with him. He was not scared of sharks in the ordinary way—he knew them for the timid creatures they really are, but being trusted up in his present helpless condition was another matter, and a pardonable little shiver of fear assailed him, when, happening to look through the left side glass, he saw that grey bulk slowly sailing past. There, he sees it through the front glass, now it's behind him. Again it comes to view on the left side, it's sailing round him.

As the shark came in front again, Matsu gently inserted his right forefinger under the rubber cuff of his left wrist, and, pulling hard, released a stream of air in the direction of the shark, and was enabled to catch a glimpse of the monster as it streaked away. Not for long, however. In five minutes it was back and although Matsu availed himself of his only defence again and again, the officer he did so, the less notice did his enemy take.

CLOSER AND CLOSER.
Round and round him swam the shark, ever closer and closer, a hungry and malevolent look in his wicked little eyes, as Matsu could see. He's behind now out of sight! Where will he grab first? An arm? A leg?
Bump! Something striking violently against his left side. Next moment there was a terrific tug. "Left arm" shouted Matsu to himself, and waited for the tearing of the dress fabric and flesh. A second—another—three, four, five passed. Frantically, at a venture, Matsu once more shot a stream of air, his left

KEEP IT HANDY.
IMMEDIATE relief is necessary in attacks of diarrhoea. Chamberlain's Colic and Diarrhoea Remedy should always be on hand. For sale by all Chemists and Storekeepers.

AVIATION PROGRESS.

FUTURE OF THE AIRSHIP.

ENTERPRISE DISCOURAGED.

The airship is in a bad way. The Admiralty have rejected it once and for all, for naval purposes, and the Air Ministry, having no serious use for it, spend so little money on the mooring experiments at Pulham that the R. 36 has been badly damaged for lack of efficient mooring gear. As the Air Ministry are only anxious to get rid of all their airships as rapidly as possible, and in all probability will be turning them over to the Disposals Board, it is natural that they should be reluctant to go to the expense of supplying fresh machinery for a few weeks. But the lack of the machinery, and the accident which resulted, will not encourage private enterprise to take over the British airships and run them as a commercial proposition, as it still has the chance of doing. At present, despite the offer of the Ministry to make a free gift of airships, material, and sheds, no private concern has come forward to undertake the risk, even on such generous terms, of running a commercial transport service. The difficulties are the risk of accident to the airships, the complete uncertainty whether a commercial service can be made to pay, at any rate over land-routes, of the aeroplane. Even before the war there was in Germany a certain amount of profitable joy-riding in airships, and there would be the same for time within Great Britain and the Continent, but the force would be high. The advantage of the airship over the aeroplane lies in its capacity to accomplish long-distance, non-stop journeys, and what it requires for solvency is a continuous systematic traffic in mails and passengers at high rates. The venture would, in fact, be highly speculative, and however regrettable it may be, it is not astonishing that no one will undertake it. Had the Government been able at any time since the war to run one or two of the ships with mails as a branch of the Post Office, the commercial world would have had some trustworthy data to go upon.

arm was still intact, but something was missing. The shell-bag, usually hanging over the left arm had gone, and with it the crayfish.

Calmly and deliberately Matsu told himself what he thought of himself, even dubbed himself a saucy diver, but which there is no greater insult to a diver. That he, a seven-ton man, a No. 1 man, should have forgotten that there is no tit-bit so dainty as morsel for a shark as a crayfish.

However, Matsu's adventures for the day were over. The tide duly turned, freeing him from his precarious position. Once again on the lugger, and bright sunshine, with helmet and leads off and smoking a much-needed cigarette, he briefly related his experience, then ordered up sail and away to the schooner, there to replace the air pipe, which had nearly caused his death, and at the same time, owing to the thoroughness of its manufacture, had saved his life. It showed signs of wear about 8 ft. of its length, and this piece was cut off and sent to the manufacturers, and is highly prized by them to this day.

How to Cure the
Pains in Your Back.

What is needed to put a speedy end to the excruciating agonies of kidney trouble.

There is only one way to do this, and that is to get a remedy that will go right to the root of the trouble—the kidneys and bladder. Those pills, plasters and doctors' prescriptions, but none seemed to do me the least good. On a friend's advice I tried De Witt's Kidney and Bladder Pills, and the relief they gave me was almost immediate.

I continued, and after taking two bottles I felt a different woman. Since that I have had no return of the pains, I feel very grateful to you for a complete and wonderful cure. Over five years later, on December 29th, 1919, Mrs. Armstrong says, "I am only too pleased to tell you that I have not had the slightest return of the complaint from which I suffered for more than seven years, since De Witt's Pills cured me." To cure kidney trouble of any kind you must positively get rid of the cause—the poisonous Urine Acid. Remember, to do this a real remedy must pass through the kidneys and the bladder, and not through the bowels, as most kidney pills do. When you see the urine change to a muddy bluish color—a feature which distinguishes De Witt's Pills from all others—you know that they have put their healing touch on the right torture as I could hardly stoop. At times I could not spot—the kidneys and the bladder.



Mrs. Armstrong.

De Witt's
Kidney & Bladder Pills

The World's Greatest Remedy for
Rheumatism, Cystitis, Backache,
Lumbago, Stone, Tired feeling,
Sciatica, Gravel, Most forms of
Weak Back, Gout, Bladder Trouble.

Sold by chemists and storekeepers throughout the world. De Witt's pills are packed in red and gold boxes printed in blue, and every genuine bottle has a red wax seal on the cork. They are sold by the leading druggists and chemists in China, but if you are unable to obtain them locally send your money to the Colonial Dispensary, 14, Queen's Road Central, Agents for South China.

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

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Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

The World's Greatest
SKIN-HEALER

ZAM-BUK stands unrivalled as a cure for eczema, ringworm, scalp sores, ulcers, poisoned wounds, piles, burns and scalds, and every-day injuries. No matter how obstinate is the sore or wound, or how steeped is the skin in disease, Zam-Buk soothes away pain and irritation, draws out poison and inflammation, purifies the tissue, and grows new healthy skin.

Zam-Buk's wonderful success is due to its absolute purity, its unique herbal origin, and its scientific composition. In Zam-Buk there is no lard or animal fat whatever such as destroy the value of ordinary ointments, but only the purest herbal extracts.



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Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Brokers.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

FRIDAY,
August 26, 1921, at 11.30 a.m.,
at their Sales Rooms, No. 5,
Des Voeux Road, Corner of
Ice House Street.

2 Cases ADZES,
1 Large Lawn Mower New
(Ransome),
3 American Fold Iron Beds,
SUNDRY FURNITURE, &c., &c.

Terms—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 22, 1921.

G. R.

THE Undersigned have received instructions to sell by Public Auction, on

TUESDAY, WEDNESDAY & THURSDAY,
the 29th, 30th and 31st September, 1921,
at H. M. NAVAL YARD, Hongkong,
and at KOWLOON NAVAL DEPOT,
commencing each day at 9.30 a.m.,
with an interval from 12 NOON,
to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES,
As follows:—

Comprising:—
Life Boats, Electrical Fittings, Cooking Stores, Ships' Fittings, Iron Beds, Mattresses and Fittings, Steel Tanks, Life Rafts, Life Boats, Motors, Dynamos, Carpets, Bags, Mats, Shoes, Table covers, Steel wire rope, Blankets, Comptresses, Electric cycles, Canvas, Leather and India Rubber Hoses, Old Carriage, Canvas, Linen and Woolen Rag, Old India Rubber, Old Leather, Old Iron, Brass, Gun metal, Steel, Copper and Lead, Coal sacks, Firewood, Iron and Wood blocks, Lamps, Searchlights, Curtains, Whittings, Oil, Propellers, Lathe, Reflectors, Refrigerating and Drilling Machines, Fan Engines, Gauge Glasses, Gauges, Old Asbestos, Steel Tubes, Casts, &c., &c.

Also
Quantity Surgical Instrument.
Lot may be inspected on Monday,
5th September, 1921.

Also Sale of Old and Surplus Victualing Stores at Kowloon on FRIDAY, 3rd September, at 10 a.m.,

Comprising:—
A quantity of Unserviceable Clothing and Remnants, Provisions for poultry or Cattle Feeding, Electro Plate and Mess Gear, &c., &c.

Terms of Sale—As detailed on Catalogue.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, August 18, 1921.

FOR SALE.

New and Used.
HARDLEY DAVIDSON'S.
INDIANS.
HENDERSON'S.
WOLFE.
AND SMITH.
MOTOR CYCLES.

REEVES & CO.,
106-114, Woo Sang Street,
Kowloon.

MASSAGE.
Mr. HONDA and Mrs. HONDA.
14 years experience.
No. 24, Wyndham Street,
(Opposite to the China Mail).

NOTICE.

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BOOK BINDING.
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BOOKS & PAMPHLETS SPECIALTY.

Prospectuses, Trade Circulars, Programmes, Menus, etc. etc.
Artistically Arranged and
Carefully Printed.

Clear Proofs and prompt delivery
guaranteed.

NOTICES.

HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, AT NOON, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association will show wherein the draft new Association Memorandum differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting, and also for the following further purposes, namely:—

For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in black ink and by marginal notes. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street aforesaid, on SATURDAY, the THIRTEENTH DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING will be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions, namely:—

(3) That each of the existing 20,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,000,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.

(4) That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 consisting as aforesaid, to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 150,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

(5) That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as bonus among the shareholders at the

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TO LET.

TO LET.—Desirable Premises, Central Location, 13 Chater Road. Apply Box No. 1317, c/o "China Mail."

TO LET.—GODOWN at Yau Ma Tei. For particulars apply to THE HONGKONG LAND RECLAMATION CO., Ltd.

FOR SALE.

FOR SALE.—ONE or TWO LOTS of LAND, in Jordan Road, Kowloon, about seven minutes by Ricksha from Ferry. For plan & further particulars apply Box 1258, c/o "China Mail."

INTIMATIONS.

NOTICE.

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share has been declared for the half year ending 30th June, 1921.

Such Interim Dividend will be payable on or after FRIDAY, the 9th September, at the Offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be CLOSED from the 20th August, 1921, until the 9th September, 1921, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, August 23, 1921.

HONGKONG WOMEN'S GUILD
AND
MINISTERING CHILDREN'S LEAGUE.
Kowloon Branch

Orders are invited for Men's and Boys' Golf Stockings and Socks any size.
Men's Golf Stockings \$6.50
Socks " " \$3.50
Boys \$3.50 \$4.50 according to size.
Write Mrs. R. E. Green,
11, Hankow Road, Kowloon,
or to Mrs. Nightingale,
(Branch Sec. Kowloon),
Chater Bungalow.

NOTICE.

NOTICE IS HEREBY GIVEN that the HONGKONG DOLLAR DIRECTORY has been acquired, as from July 1st, 1921, by the undersigned with all rights and titles, and will hereafter be published by them. No claims against the Hongkong Dollar Directory incurred prior to this date will be admitted by the undersigned.

THE NEWSPAPER ENTERPRISE LTD.
5, Wyndham Street.
Hongkong, July 7, 1921.

Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorised, to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the persons who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 on such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December, 1920, and such distribution to be in satisfaction of the aforesaid bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, aforesaid on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting in so far as regards Resolutions Nos. 3, 4 and 5 above and of confirming, if thought fit such last mentioned Resolutions as Special Resolutions.

Dated this Fourteenth day of July, 1921.
By Order of the Board,
J. H. TAYLOR,
Manager.

PRISONER AND JUDGE.

ALTERCATION IN BROMLEY SHOOTING CASE.

A remarkable altercation between the Judge and a prisoner marked the hearing at Kent Assizes at Maidstone of the case in which four men, William Affection, Jeremiah Minihane, William Robinson, and Dennis Tangle, were charged with intent to murder Constables Lewis and Hall, and with being in possession of firearms and ammunition.

They all pleaded not guilty, but the jury returned a verdict of guilty against all the prisoners of shooting with intent to do grievous bodily harm and of being in illegal possession of firearms.

They returned a verdict of not guilty upon the charge of shooting with intent to murder.

Robinson was sentenced to 12 years' penal servitude and each of the other three to ten years' penal servitude.

SINN FEIN CAMPAIGN.
Mr. Hotter, K.C., prosecuting, said the jury would see that the affair was part of the Sinn Fein campaign which these wild Irishmen are endeavouring to carry on. Counsel described the fight, which took place at 12.15 in the morning, when the taxicab in which the four prisoners were riding was stopped by the constables, neither of whom, luckily, he said, was hit. Incriminating documents were found at the house where Minihane and Robinson were arrested.

Robinson, giving evidence, admitted that he was in the cab with three other people. Minihane was not one of them.

The Judge: Who were the three?—I would rather not say that.

The Judge (sternly): You shall say. Who were they?—I am afraid I am in that position that I cannot do so.

Then you decline to tell the whole truth? I decline to say anything to incriminate any person who is not here.

A WARNING.
The Judge said if Robinson did not tell the whole truth he would commit him, if Robinson were not convicted. Robinson admitted that he fired one shot, but said he had no intention of killing either of the constables.

Cross-examined, Robinson said he was out that night to cut telegraph wires, but declined to give the name of the man who told him to cut the wires.

The Judge: Now the real truth. Robinson: He is not in custody.

The Judge: I don't care. You are. Who was he?—Obviously there is nothing can make me say that.

Upon stepping into the witness-box Affection exclaimed: "I won't answer any questions about the brothers."

The Judge said if that were so it was useless for Affection to give evidence, and the prisoner returned to the dock.

As the prisoners passed down into the cells they shouted, "God save Ireland."

FOR A WEAK STOMACH.

As a general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much and when constipated take one of Chamberlain's Tablets. For sale by all Chemists and Storekeepers.

MIDNIGHT NIPS IN BEDROOM.

"ABSURDITIES" OF HOTEL LIQUOR RESTRICTIONS.

Sir J. S. Harmond-Banner, M.P., made a striking speech on the effect on hotels of the regulations still being kept in force by "the out-of-date Liquor Control Board."

He was presiding at the annual meeting of Messrs. Spiers and Pond, Ltd., at Cannon-street Hotel.

"I think we are all agreed," he said, "that to go back to pre-war hours of opening is not desirable, but I am very far from being in agreement with the authorities who continue to harass and hamper us by the keeping in force regulations that can only be described as childish."

CREATING IL-TEMPER.

"The regulation which denies to a resident visitor at a hotel the privilege of consuming alcoholic liquor on his return, say, from the theatre in the evening, is conducive to ill-temper and widespread dissatisfaction. A gentleman residing in a hotel, and visiting the theatre at night, should be able to have the foresight before departing in the evening to order a supply of liquid refreshment to be placed in his bedroom on his return at night consume this. He may not, however, consume it in a public room. This is absurd."

"Even during the coal strike, London has been very full, and we have received many complaints from visitors to our hotels, who can scarcely believe that the refusal to allow consumption of alcoholic drink at night is in pursuance of a grave decision of the Legislature, but that it must inevitably emanate from the mind of some more or less eccentric proprietor."

"It is no exaggeration to say that the London season, which all hotel proprietors look forward to as a time of harvest, has been seriously affected by the continuation of these war restrictions, not one of which has ever received the direct assent of Parliament."

FREEDOM OF THE HOME.
"The authorities should remember they are not dealing with children, and that an Englishman who stays at a hotel looks upon it as his home, and should be permitted the same freedom of movement as though he were in his own home. Anything short of this is oppression of the worst kind."

"As a member of Parliament of many years' standing, I am conscious of the great difference between the way in which we, as members, permit indulgences to ourselves, and refuse them to our masters the public, who send us to Parliament."

"There are no restrictions on the consumption of alcoholic liquors in the House of Commons, and should I be tempted to consume alcoholic refreshment within the precincts of the House at an hour approaching midnight, I should feel ashamed to do so when my constituents are unable to purchase reasonable refreshment because the defence of the realm is still held to be imperilled."

Liver

Depressed in the mornings sometimes? Get rid of it! Half a teaspoonful of Kruschen Salts in a tumbler of hot water every morning. Every morning—that's the point to remember. Enough for two months in a bottle.

Kruschen Salts

A. S. Watson & Co., Ltd. Sole Agents for Hong Kong and Southern China.

STUDY FOR FACTORY GIRLS.

WAITRESSES' COURSE IN THE "OLOGIES."

One of the most unusual groups of students ever received at any school is composed, says the *Central News* Philadelphia correspondent of eighty-three women now undertaking a ten-weeks' course of studies at Bryn Mawr College.

They include telephone operators, waitresses, cigar rollers, soapmakers, workers in almost every trade who have left their labours behind and are devoting their minds and their muscles to the books and the sports that form a part of higher education.

TRAINING LEADERS.
The experiment at Bryn Mawr is without precedent in America. The aim of the new school is to train young women who have shown marked character and ability along broad and constructive lines so that they may become leaders and even trainers of others.

Seven of the telephone operators at Bryn Mawr come from exchanges that range from Massachusetts to California. A waitress from Buffalo is one of the ten young women whose names are listed under "advanced students."

MANY TRADES.

The other seventy-odd represent such diversified trades as soapworker, garment-worker, shoe-worker, laundry-worker, buttonhole-maker, sweet, underwear, electrical and tobacco factory workers, makers of silk petticoats, hats, hosiery, and knitted goods, printers, proof-readers, and book-binders and at least a score of others.

The courses requested by these young women range from English literature, composition and grammar to, economics and labour problems, through a list of studies that include history, geography, mathematics, physics and chemistry, various "ologies," philosophy, parliament-

HERR VON JAGOW.

AN UNPUNISHED REBEL OF THE KAPP COUP.

The Reichstag interpellation about Von Jagow revived memories of the almost forgotten counter-revolution of Kapp and Luttwitz. Before the war Von Jagow was president of the Berlin Police and became notorious by reason of his hostility to the Social Democrats.

On March 13 last year he became Minister of the Interior in the Kapp Government. When the Kapp Government was overthrown the counter-revolutionary leaders were charged with treason and warrants for their arrest were issued. They all escaped, and later on they were all arrested, with the exception of Kapp and Von Jagow.

Kapp is living in Sweden, but Von Jagow still lives in Berlin. During the last few weeks he has been taking a daily walk through the Tiergarten. The Socialist press denounced him again and again. Thereupon the Minister of Justice declared officially that Von Jagow was seriously ill, and that the warrant for his arrest had been suspended against a bill of 500,000 marks. But Von Jagow at once replied in a letter to the Conservative press. "I have not been ill a single day since March, 1920."

This piece of audacity led to interpellation brought in by all except the Conservative parties. The Minister of Justice replied that Von Jagow must have told an untruth at one time, for when he was charged with high treason both he and counsel for the defence produced medical certificates stating that he was too ill to bear arrest and detention. "The warrant" was suspended because of these certificates, and if he now declared he was in good health he was mocking the law and undermining the authority of the State.

While all the insurgent Communists had received severe but well-deserved punishments, continued the Minister of Justice, not a single Kappist had been punished. He pointed out how the Conservative press had shown its delight at the way in which justice had been ridiculed. The case of Von Jagow, he continued, was in the hands of the Supreme Court, upon which the eyes of all Europe were turned by reason of the Leipzig trials, and Von Jagow and his press had therefore done the German Republic an ill turn.

In reply to a question put by a Communist member, "Is Von Jagow going to be arrested now?" the Minister of Justice had to declare that the warrant was still suspended. And there the matter rests for the time being.

any law and public speaking, and many more. One of the early arrivals said: "I want to go back home able to put across any message that I have for my union, for the women with whom I am working."

There are no Bad Beers but some are better than others.

Modern Proverb:

But by drinking

CASCADE BEER

you are getting The BEST.

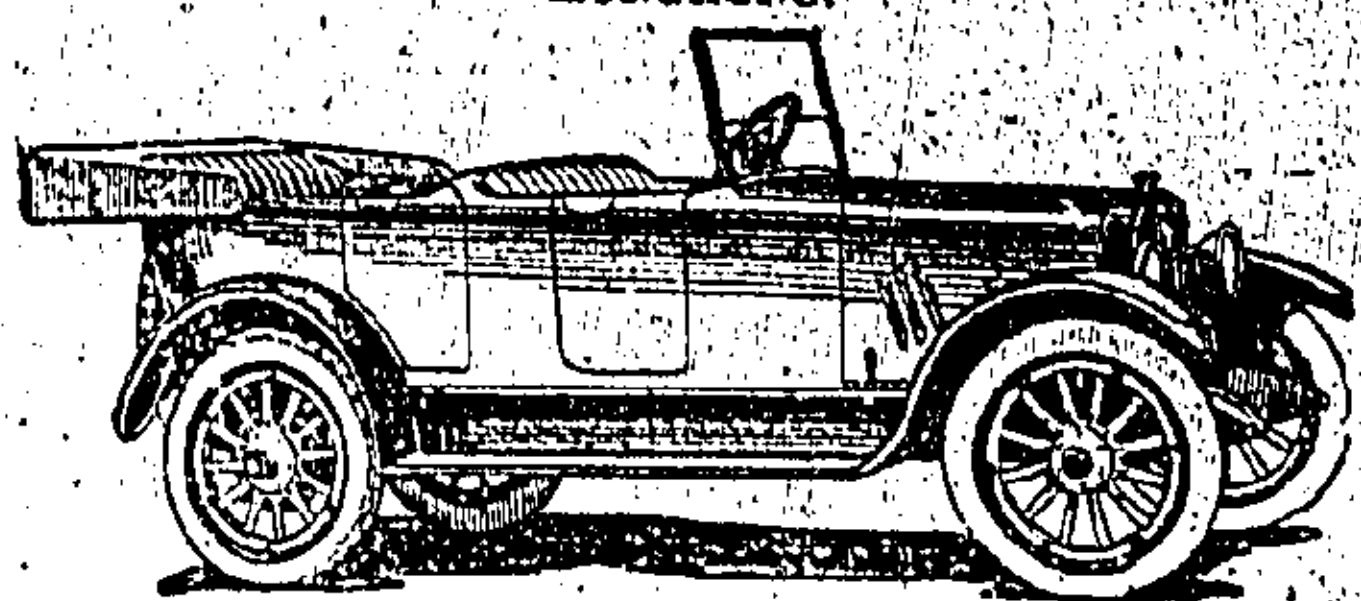
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WORK SHOP: 553

ODDS AND ENDS.
MAINLY SCISSORS LOOT.

Boom in Sport.

Sport is booming in England, partly as the result of military training and the games organised behind the lines at the front during the war. It is estimated that 50,000 men are playing cricket in Greater London, and that 60,000 play lawn tennis. The latter game is experiencing the greatest boom in its history, resulting in a temporary shortage of balls and racquets and in increased prices. Insufficient courts are available, and every club has a long waiting list. The authorities predict a greater football boom in the coming season. Three thousand clubs are playing in Greater London, and this would be increased to 5,000 if more grounds were available.

Crushing Retort.

At Lord's the other day an Australian spectator who had occupied one of the free seats, asserting his tenancy by leaving his hat there when he went to get a cup of tea, found on his return that a small weedy individual had annexed it. When rebuked for ignoring an unwritten law of the ground, the usurper challenged the other to turn him out. A fracas was out of the question, so the Australian quietly observed: "You would keep to this custom if you were a gentleman, but you're a thing that comes out of cheese." A roar of laughter from the neighbouring spectators greeted this crushing reply.

"Tubo" Surprise

Passengers arriving at Charing Cross Station on the Hampstead line the other day pinched themselves to make sure they were awake or had not got sunstroke or something of the kind. As the train emerged from the tunnel their ears were greeted by concentrated essence of Scotland in the form of a dozen bagpipes and drums going at full blast on the platform and playing "The Cock o' the North" in fine style with the drumsticks twirling and the ribbons blowing with the draught from the tunnel. The everyday passenger will be able to imagine the volume of such sounds in a tube. It was equal to ten thousand bagpipes in the Albert Hall. Recovered from this jolly surprise the audience found that their entertainers belonged to No. 2 Branch of the National Union of Railwaymen.

Blue Fairies.

Mr. Taylor, a Vancouver student of the occult, states that there are fairies in many parts of Canada, British Columbia having a larger sprite population than other provinces. Several settlements or colonies of elves, he says, are of a beautiful silvery green colour, and each colony differs from others in its degree of restlessness. A bright blue tribe has been observed, he avers, in the Chittiwack Valley, 80 miles from Vancouver. Their activities extend over a considerable stretch of territory. There are fields where they can be seen in the twilight among tendrils of trailing plants. Apparently, the fairies are not embarrassed by the presence of men and women of coarser mould who cannot distinguish the presence of the little people, but when observed by Theosophists or "spiritists," Mr. Taylor says, they appear uncomfortable and gradually become invisible.

In The House of Commons.

The amenities of the present House of Commons do not increase as it grows older, and it would appear that close association has not brought the members into any greater appreciation of each other's qualities. The personal element is very much to the fore. Thus discussing recently the number of untried prisoners in Ireland—1,553 men and 26 women—Mr. Devlin inquired, presumably in sarcastic reference to the large number of arrests, whether law and order had been established in Ireland yet. Sir Hamar Greenwood countered by affirming that it was in parts, "especially in the party the hon. member comes from." This is Belfast, one of the divisions of which Mr. Devlin represents as the only Nationalist member of that city. Here again, one must presume, Sir Hamar was indulging in jocularity, Belfast being at the time in a state of uproar. Mr. Devlin's Irish wit deserted him for the occasion and he could only retort: "I am not an admirer from Canada, the point of this retort being that Sir Hamar Greenwood was born at Ontario and has received rather heavy promotion in the British Cabinet."

FATALITIES AND ACCIDENTS.

YESTERDAY'S LITTLE TRAGEDIES.

BURIED ALIVE.

A female coolie was accidentally killed yesterday while carrying earth in Parkes Street, Yau-mat. The side of the trench she was working in collapsed and the woman was buried beneath it. Another coolie working in the vicinity was slightly injured.

STRUCK BY LIGHTNING.

While fishing off Cape Collison lighthouse yesterday morning a fisherman was struck by lightning and killed. His boat suffered damage estimated at \$10.

FOUND DEAD.

The dead bodies of two male Chinese were discovered in a decomposed state yesterday and removed to the Kowloon mortuary. One was found on the Yau-mat breakwater and the other near Wanchai.

SUICIDE ATTEMPTED.

Apparently of unsound mind, a male Chinese who tried to end his life yesterday by jumping into the harbour from Blake Pier has been sent to the Government Civil Hospital.

HIT BY BOTTLE.

Hit on the head by a bottle which a man on another boat threw at him the steersman of a cargo boat was admitted to the Government Hospital yesterday.

A MAD DOG.

A Chinese woman received treatment in the Government Civil Hospital yesterday for a bite from a dog which is thought to have been mad. The police destroyed the animal and sent the body to the Kennedy Town slaughter-house where the Colonial Veterinary Surgeon will hold a post mortem on it.

FISH SHOP FIRE.

There was a slight outbreak of fire yesterday amongst some bamboos on the roof of the Tsai Yau salt fish shop at No. 31 Des Voeux Road. The blaze was soon put out by the inmates so that the Fire Brigade when it arrived found that its services were not needed. The damage done was small and it is surmised that the fire was caused by a spark from a neighbouring chimney.

MUI TSAI'S COMPLAINT.

A 17-year old Mui Tsai who reported to the police yesterday that her mistress, who is 82 years of age had maltreated her was sent to the Secretary for Chinese Affairs.

KINEMA NOTES.

THE CORONET THEATRE.

IN GAYEST PARIS.

Rarely is it that Hongkong cinema patrons have been offered a photograph with a plot cleverer than that presented in "The Devil's Pass Key," which heads the bill at the Coronet Theatre to-night, the last occasion when this film masterpiece will be screened in the Colony. Staged in gayest Paris, "The Devil's Pass Key" takes the spectator to Longchamps for the first Grand Prix after the war, introduces him to the most fashionable modiste in town, shows him life on the boulevards, gives him an evening at a Parisian theatre, and makes him the witness of the strangest workings of fate. "The Devil's Pass Key" is a superb picture, rendered still more enjoyable by the excellent music of the Coronet Orchestra.

To-morrow night another wonderful picture—"Blind Husbands"—presented by the same masterly producer, will be screened at the Coronet Theatre.

FUEL OF THE FUTURE.

A DIFFICULT QUESTION.

CHEAPNESS ESSENTIAL.

The need of ensuring our industries of supplies of cheap fuel is important. A partial answer to this difficult question may be found in taking steps to obtain a more efficient use of the fuel available. It has been shown by the work of the Fuel Research Board—whose station at East Greenwich has been thrown open to the inspection of engineers—that coal must remain for a long time to come the world's cheap source of fuel. In spite of the boom in the use of oil fuel it is necessary to remember that as Sir George Bell, the Director of our fuel research work, told us, the oil output of the world is only 7 per cent of the fuel output of the world reckoned in tons, and even if reckoned in heat values it is only 10 per cent. Small wonder that Lord Pirrie warned shipowners not to place too much reliance on oil fuel. It is true that the development of the oil shale industry is full of promise, but as a source of liquid fuel very little has yet been done to develop this industry. The production of fuel alcohol on any considerable scale, too, bristles with economic and technical difficulties. Investigations as to the possibility of producing alcohol in the overseas Dominions are in progress, but it would seem that in a majority of cases only local requirements could be met. The most hopeful line of progress lies in the use of cellulosic materials, but the right process has yet to be discovered. Promising experiments have been carried out in Burma under the auspices of the Burmah Oil Co., and it is suggested that by the utilisation of waste rice straw it might be possible to produce not only alcohol, but paper, as a commercial project. Then there is the winning and utilisation of peat; an attractive scheme indeed, but it is to be feared that the difficulties of obtaining regular supplies of the material so that it could be depended upon, for example, to meet the fuel needs of a large power station, would be almost insuperable. We come back, therefore, to coal and its more efficient utilisation. This involves a somewhat long chain of processes. These, as stated by Sir George Bell, include the careful sorting and preparation of the fuel at the mine; the improvement of boiler firing on what are now familiar lines; and what is of prime importance, the sorting out of the combustible constituents of coal into fuels of higher availability or convenience by preliminary carbonisation either at high or low temperature. This, it should be understood, has a direct bearing on the development of home sources of fuel, oil and motor spirit. There is a general confession that in past years and indeed down to the present time, we have been using our coal resources in prodigal fashion. Cheaper fuel is the great industrial problem of the day, and that it can be made cheaper by its more efficient use is a generally known fact. The task of the Fuel Research Board is intended to work out on scientific lines—but with commercial application always in mind—the precise processes by which this may be accomplished, and enough was seen during the visit paid to the East Greenwich station to make it clear that a genuine attempt is being made to solve a problem of the highest national importance.

SUPPLIED BY ALL CHEMISTS.

PHYSICIANS prescribe Chamberlain's Colic and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pain, quicker than any preparation they can compound. It can be bought from any chemist. A bottle will keep for years, and no home is complete without it. For sale by all Chemists and Storekeepers.

FARROW'S APPEAL.

Farrow made a long and pathetic speech from the dock, being almost overcome with emotion. He declared that he never thought that he could be convicted in criminal. He was already suffering hell as a result of his life's work which had been to build an organisation to which his children could point with pride. Instead of this he was leaving six motherless children, the youngest of whom was dependent upon the charity of friends. He appealed for a lenient sentence. Crotch explained that his whole aim has been to render public service. He had raised £25,000 during the war on behalf of soldiers and sailors. He also went to India and assisted Government to raise a loan. The judge sympathetically explained that he was not permitted to act in accordance with personal feelings. There was no excuse for the offences of which the prisoners had been guilty.

TO-DAYS

ADVERTISEMENTS.

ROYAL HONGKONG GOLF CLUB

Happy Valley Golf Course.

ON the occasion of the opening of the new club house, on SUNDAY, August 28th, the following competitions will be held.

Men's Medal: 18 holes 2 Club handicaps. No competitor to take out more than one card, or to drive off after 12 noon. Entrance fee—20 cts.

Mixed Foursome: 9 holes, 4 combined handicaps. No couple allowed to take out more than one card. No competitors to drive off before 2 p.m. or after 4 p.m. Entrance fee—20 cts.

For the benefit of Ladies without club handicaps, a special handicap for the day will be given to any lady returning two cards over 9 holes, to be sent to the Hon. Secretary on or before FRIDAY, 26th inst.

Men's Driving Competitions: Between 4 and 5 p.m. Entrance fee 10 cts. Any number of entries allowed each competitor.

Ladies' Driving Competitions: Between 4 and 5 p.m. No entrance fee. **Men's Approaching and Putting Competitions:** Between 4.31 p.m. and 5.15 p.m. Entrance fee 10 cts.

Ladies' Approaching and Putting Competitions: Between 4 p.m. and 5 p.m. No entrance fee.

A cold buffet will be served to any member ordering same from No. 1, Boy Happy Valley, not later than FRIDAY, 26th inst.

J. B. ROSS,

Hon. Secretary.

Hongkong, August 23, 1921.



PUBLIC AUCTION.

PARTICULARS AND Conditions of the Sale by Public Auction, to be held on MONDAY, the 28th day of August, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of the Lot of CROWN LAND at Pokfulam in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of the Lot	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.	Area in Hectares	Area in Gajats
1	1.00	4840	484000	0.40	1.00	100
2	1.00	4840	484000	0.40	1.00	100
3	1.00	4840	484000	0.40	1.00	100
4	1.00	4840	484000	0.40	1.00	100
5	1.00	4840	484000	0.40	1.00	100
6	1.00	4840	484000	0.40	1.00	100
7	1.00	4840	484000	0.40	1.00	100
8	1.00	4840	484000	0.40	1.00	100
9	1.00	4840	484000	0.40	1.00	100
10	1.00	4840	484000	0.40	1.00	100

NOTICES.

KENT'S

LONDON MADE BRUSHES

EVERY DESCRIPTION.

HEAVY

FLOOR POLISHERS

\$9.00 COMPLETE

BISSELL'S CARPET SWEEPERS.

PHONE 1741

HARDWARE DEPT.

LANE, CRAWFORD & CO.



COLUMBIA

GRAFONOLA

THE SUPRE INSTRUMENT OF MUSIC.

ANDERSON'S

(THE COLUMBIA SHOP.)

TRIALS SOLICITED BY JAMES STEER

THE CHRONOMETER AND WATCH MAKER
(Consultant to H.M. Naval Yard.)
9, Ice House Street, HONGKONG.

MUMEYA & SANO

NORMAL ARTIFICIAL LIGHT STUDIO

Studio reopened at 3840, Queen's Rd. C. (opposite Hongkong Theatre) photo taken Day and Night using 5,000 c.p. light. Film Printing and Developing undertaken. Special attention to Home portraits.
Telephone 254.



Berger Paints

Colours Enamels Varnishes
PREPARED PAINTS OF ALL KINDS AND COLOURS
BERGER'S LIQUID RED LEAD covers 80 per cent. more surface, weighs for weight, than the ordinary lead mixed Red Lead.
MAYROL—The oil paint you this with water. Covering capacity one third more than that of Washable Distemper.
STRUCTURAL & ROOF PAINT—A preservative.
BERGER'S VARNISH—Oak Varnish, Black Japan, etc.
LEWIS BERGER & SONS, LIMITED
Sole Agents: W. R. Loxley & Co.
Mr. BERGER MADE FINE COLOURS IN LONDON IN 1761.

WATCH THE OPENING DAY.

WORLD THEATRE

THE GREATEST SCRAP EVER SEEN

DEMPSEY

VS

CARPENTIER

BLOW BY BLOW, SEE HOW THEY FOUGHT.

ADMISSION—DRESS CIRCLE \$2.00

FIRST CLASS \$1.50

SECOND CLASS \$1.00

Do you know that of all the good, better and best waters, Wilkin's Tansan is manifestly the best.

SOLE AGENTS—

GANDE, PRICE & CO., LTD.

THE CHINA MAIL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings: To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only). From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings: To Macao daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only). From Macao daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Toot, Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON.

FOR NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE".....Sailing on or about 30th September.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FICME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.

S.S. "TRIESTE".....Sailing on or about 1st October.
S.S. "PERIA".....Sailing in the middle of October.

FOR SHANGHAI.

S.S. "PERIA".....Sailing on or about 3rd October.
Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SAILING FROM COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMONA".....Sailing the beginning of Sept.
S.S. "UMOLO".....Sailing on or about 30th Sept.
Through Bills of Lading issued from HongkongFor Freight or Passage on any of the above Lines apply to:-
DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ALASKA MARU.....Thursday, 5th Sept.

BUENOS AIRES—Roughly direct, Santos, Santos & Cape Town via Singapore.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

GANGES MARU.....Friday, 20th August.

PEKING MARU.....Saturday, 10th Sept.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly service.

BUSHU MARU.....Thursday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan.

AFRICA MARU.....Thursday, 25th August.

AFRICA MARU.....Thursday, 1st Sept.

NEW YORK via PANAMA.....Wednesday, 14th Sept.

NEW ORLEANS via SUEZ.....Saturday, 3rd Sept.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

CHOSUN MARU (Kobe direct).....Thursday, 1st Sept.

BURMA MARU.....Monday, 2nd October.

KEELUNG via SWATOW & AMOY—Three steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbor Office.

AMAKUSA MARU.....Saturday, 27th August.

RAIKO MARU.....Sunday, 28th August.

TAKAO via SWATOW & AMOY.....Thursday, 9th September.

SOSUO MARU.....Thursday, 9th September.

For sailing dates and further particulars please apply to:-
Y. YASUDA, Manager, No. 1, Queen's Road Central.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG

S.S. "ATREUS".....Via Suez Canal.....29th August.

S.S. "CITY OF CANTON".....Via Suez Canal.....24th September.

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S.S. "CITY OF CANTON".....Via Suez Canal.....24th September.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
AMOI AND SHANGHAI	SENKING	Aug. 28, at 10 a.m.	
SHANGHAI AND SINGAPORE	SUYANG	Aug. 28, at 10 a.m.	
SWATOW AND SINGAPORE	CHINCHU	Aug. 28, at 10 a.m.	
WEIHAIWEI, CHEFOO, NEWCHANG	KEICHOW	Aug. 29, at Noon.	
SHANGHAI	SHANGHAI	Aug. 29, at 3 p.m.	
SWATOW AND BANGKOK	CHESOTU	Aug. 30, at 10 a.m.	
SHANGHAI	SHANGHAI	Aug. 30, at 4 p.m.	
HOIHOW, PARKOT & HAIPHONG	SAIPONG	Sept. 1, at Noon.	
SHANGHAI	CHESAY	Sept. 3, at 4 p.m.	

Butterfield & Swire, Agents.
Telephone No. 25.



PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. AND SEATTLE.

S.S. "KEYSTONE STATE".....FOR MANILA.....Aug. 30th.

S.S. "KEYSTONE STATE".....FOR HONOLULU AND SAN FRANCISCO.....Sept. 10th.

S.S. "HAWKEYE STATE".....FOR TRIESTE & HAMBURG.....Sept. 12th.

S.S. "CROOK".....FOR PORTLAND DIRECT.....Aug. 23th.

S.S. "ABERCOSS".....Through Bills of Lading issued to Overland common points Passenger and Freight Particulars. Apply to:-

THE ADMIRAL LINE, 5th Floor, Hotel Mansions.

Telephones 2477 & 2478.

S.S. "SCHODACK".....Sept. 15th.

For freight space and particulars apply to:-

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE, 5th Floor, Hotel Mansions.

Telephones 2477 & 2478.

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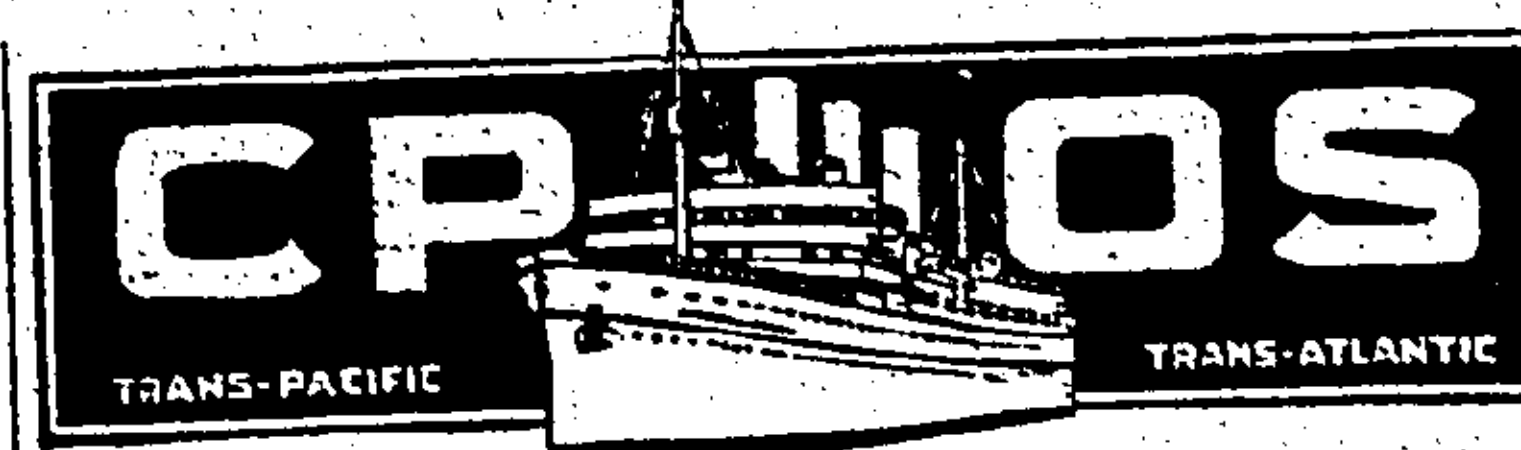
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HOME VIA CANADA.

HONGKONG to England.

Via Shanghai, Nagasaki, Yokohama, Vancouver & Montreal.

PACIFIC STEAMER FROM HONGKONG DEPARTS FOR VANCOUVER

E. Asia Sept. 15 Oct. 3 E. France Oct. 15 Oct. 25

E. Japan Sept. 20 Oct. 11 E. France Oct. 18 Oct. 25

E. Russia Oct. 13 Oct. 31 Victorian Nov. 11 Nov. 20

Monteagle Oct. 25 Nov. 19 E. Britain Nov. 23 Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transatlantic Trains Daily, Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office. Telephone 732. Cable Address GACANPAC.

S.S. "NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

Sept. 18th Oct. 22nd Nov. 3rd

HONGKONG to SINGAPORE

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

Aug. 31st Oct. 4th Oct. 15th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

Passenger's Building, Tel. Freight Dept. & Agents, No. 2161.

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NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

Aug. 22.—R. F.	Atreus
23.—R. F.	Agamemnon
24.—R. F.	Calchas
25.—R. F.	Ascanius
26.—R. F.	City of Canton
27.—R. F.	Nikebow
28.—R. F.	Dileas
29.—R. F.	Neryllus
30.—R. F.	Thecus
31.—R. F.	Knights Templar
1.—R. F.	Dunera
2.—R. F.	Emasus
3.—R. F.	Berymachus

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

"WHEN ARE THE BRITISH COMING?"

DAILY PRAYER OF MILLIONS IN STARVING RUSSIA.

HORRORS IN THE BIG TOWNS.

LONDON, August 24.

An Englishman for many years resident in Astrakhan arrived in London to-day after several months' journey from Astrakhan. Shown the *Sensadabad*'s message cabled yesterday he said that the burning of Astrakhan was in no way improbable. The situation in Russia could not be realised by outsiders. The outlook was becoming worse daily. The peasants had ceased to cultivate the soil and the scarcity in the grain areas was greater even than in Moscow which was a paradise compared with Astrakhan, Nijni-Novgorod, and other big towns. The narrator's family lived months on herrings and half-a-pound of bread, a ration which cost 2,000 roubles. The outbreak of cholera was not surprising when children searched the street offal and regarded decaying herring as a prize. The narrator's salary of 70,000 roubles a month was just sufficient to secure a fortnight's milk supply for one child. The daily prayer of millions was "When are the British coming?"

PACIFIC POWERS TREATY.

COLONEL HOUSE SAYS LET IT BE QUADRUPLE.

THE INVITATION TO CHINA.

LONDON, August 24.

A message by Colonel House from London published in Philadelphia as regards the Washington conference says that however much Britain and her Dominions may sympathise with the general attitude of opinion at the States regarding Asiatic and Pacific problems, the consensus of opinion at the Imperial Conference favoured renewal of the Anglo-Japanese Treaty, the only alternative possible being something in the nature of a triple treaty among Britain, the United States and Japan. Colonel House thinks that the invitation extended to China was a move in the right direction and adds that if it should develop that a treaty among the Pacific powers is advisable, by all means let it be a quadruple treaty.

AGRICULTURAL WAGES.

BOARD'S REVISIONS EFFECTIVE FROM SEPTEMBER 5.

LONDON, August 24.

The Agricultural Wages Board has decided to make orders enforcing revisions of wages from September 5.

[A cable dated July 22 stated:—The Agricultural Wages Board, at which the farmers and workers were represented, decided to issue forthwith a statutory notice of a proposal to reduce the minimum rate of wages in the case of adult male workers six shillings weekly, others proportionately, provided that the minimum for adult males is nowhere under 42s. weekly. A month is allowed in which objections may be lodged. Six hundred thousand workers are affected.]

SIR SAM HUGHES DEAD.

GENERAL WHO RAISED CANADIAN CONTINGENTS FOR THE WAR.

LINDSAY, ONTARIO.

The death is announced of Sir Sam Hughes. [Lieut.-General the Hon. Sir Sam Hughes, K.C.B., M.P., was Minister of Militia and Defence, Canada, from 1911 to 1916. Sir Sam Hughes who saw service in the South African War, raised Canadian contingents for the European War in which he also served. He was noted for having made several personal offers of Colonial military assistance to the Empire in Imperial wars.]

JAVA OIL.

ABOLITION OF EXPORT TAXES SOUGHT.

THE HAGUE, August 24.

The directors of the Batavia Oil Co., in a letter to the Minister of Colonies, urgently request him to do his utmost to abolish export taxes on oil products and prevent the imposition of other taxes on oil from the Dutch East Indies. They request that any further taxes should be imposed on the profits of industry and that all industries should be placed on the same footing for that purpose.

HOPEFUL PORTENT.

STEEL AND IRON WORKS RESUME.

LONDON, August 24.

The Ebbwvale steel and iron works which were closed for six months, throwing out of work 8,000 men, are starting again immediately. Everything points to a period of prosperity.

UPPER SILESIA.

BARON ISHII HIMSELF TO PRESENT REPORT.

PARIS, AUGUST 24.

Baron Ishii has decided himself to present a report on Upper Silesia to the Council of the League of Nations.

SHIPPING.

KING OPENS NEW DOCK EXTENSION.

THAMES PROCESSION.

The opening by the King of the new extension of the Royal Albert Dock in mail week was made the occasion of a picturesque river pageant. The weather was appropriately fine, and when the Royal party left Westminster pier there was a great scene of enthusiasm, crowds lining Westminster Bridge and the corner of Bridge Street.

Driving from Buckingham Palace, the King, the Queen, Princess Mary, and the Duke of York, with their suite, arrived at Westminster at 2.10. They were received at the pier, which was tastefully decorated with flags and bunting, by the Home Secretary, Viscount Devonport, and Lord Viscount. As their Majesties descended the steps to the pier, L.C.C. school children sang the National Anthem. Their Majesties embarked on the "Wargrave," which steamed slowly into midstream amidst tumultuous cheering from the crowds lining the Embankment.

The centre arch of Charing Cross Bridge, under which the steamer passed, was gaily decorated with flags, and the motor launches which are moored opposite the Terrace of the House of Commons were trimmed in rainbow fashion. Their Majesties transhipped below London Bridge to the "River," and as they passed the Tower a salute was fired by the guns there.

Their Majesties had a veritable procession of triumph down the Thames on board the steam yacht "River" on their way to the opening ceremony. Shipping, warehouses, wharves, and various buildings along the river displayed flags and bunting, and crowds of people cheered as the King and Queen passed.

There was a scene of great enthusiasm as the Rover passed within the lock gates and was locked in. Children at the dockside sang patriotic airs while the "River" was in the lock, and the pier heads were lined by seamen from H.M.S. "Pembroke," and boys from the Royal Hospital School at Greenwich, the "Warspite," the "Arethusa," and the "Exmouth."

THE "ROVER" ENTERS.

As the "Rover" passed through the lock gates and under the bascule bridge into a large new dock it broke through a silken band on entering. A great outburst of cheering signified this, the first entry of the vessel into the dock, and the cheering continued as the "Rover" steamed round the dock and moored to a pontoon near the specially erected dais at the north end of the dock.

On disembarking the Royal party were received by the Chairman of the Port of London Authority, Viscount Devonport, and his Majesty, who was in naval uniform, inspected the guard of honour of Royal Naval seamen. Members of the Port of London Authority were presented to the King by the Chairman, and immediately afterwards the Duke of Connaught, as Master of Trinity House, presented the Deputy-Master of Trinity House, Captain Sir Acton Blake, and the two Elder Brethren, Captain Thomas Golding, C.B.E., and Captain Owen Jones, C.B.E., who were on escort duty with the Trinity House yacht "Patricia."

His Majesty was requested by the Chairman of the Port of London Authority formally to name the new dock extension, and after prayer had been offered by the Archbishop of Canterbury his Majesty gave the name "King George V. Dock," and declared the dock for all time open amidst cheers and a fanfare of trumpets sounded by Royal Trumpeters.

The guns of the Royal Arsenal fired a salute, and the National Anthem was played by bands. After tea their Majesties re-embarked on the "Rover" and steamed through the new passage into the Royal Albert and Victoria Dock to inspect the shipping. They returned by motor-car to Buckingham Palace.

KING'S REPLY.

In reply to an address presented by the Port of London Authority, his Majesty agreed with pleasure that the new dock be known as the King George V. Dock. He continued:—

"The ceremony of to-day will, I hope, prove an important landmark in the history of the Port of London."

It signifies the completion of the first and most immediately pressing part of the great scheme of improvement which you set before yourselves upon the passing of the Act of 1908.

Not only will this dock receive its waters vessels of far greater size than have ever before entered the Port of London, but it has been equipped with the finest and most modern buildings and machinery, so that cargoes can be unloaded and dispatched with greater speed to all parts of the kingdom, and foreign countries. The new cargo jetty which you have made and opened at Tilbury within the last few weeks is another noble testimony to your enterprise."

COST £4,500,000.

The new dock, which forms the Southern extension of the Victoria and Albert system of docks, is the largest work yet undertaken by the Port of London Authority, and has cost £4,500,000.

In it vessels up to 30,000 tons register can berth and discharge their cargoes within six and a half miles of the heart of the City. Hitherto the largest vessel that could be accommodated in the Authority's chain of docks has been of 19,000 tons register, and that only at Tilbury, twenty-six miles below London Bridge.

The fact that the work (interrupted for a period of four years by the war) has been in hand since August, 1912, gives an idea of its vastness. The new dock is 4,578 ft. (considerably over three-quarters of a mile) in length, and its width varies from 710 ft. to 500 ft.

The dock itself has a water area of sixty-four acres, a depth of 38 ft., and its 10,000 ft. (nearly two miles) of quay walls provide berths for fourteen of the largest steamers.

At the western end of the wet dock is a dry dock 750 ft. long (capable of extension when required) and 100 ft. wide at the bottom. This is equipped with electric travelling cranes and air-compressor plant for operating pneumatic tools. Adjacent sites have already been taken by well-known ship-repairing firms.

IS A CHIEF ENGINEER A WORKMAN?

LEGAL PROBLEM AT LIVERPOOL.

The House of Lords ruled that the captain of a tug is not a workman within the meaning of the Workmen's Compensation Act, and that his relative cannot recover compensation in the event of his death by accident. At the Liverpool County Court, his Honour Judge Thomas was presented with a problem as to whether the chief engineer of a ship comes within the purview of the Act and whether a claim for compensation can arise.

The applicants were the widow and three young children of William Williams, of Gwysyr, North Wales, who was chief engineer of the steamship "Vanadis," of Liverpool (Messrs. S. Williams & Co., Tower Building). On the 10th of July last year, while the ship was in dock at Swansea, Williams disappeared while on duty, and five days later his body was found in the dock. He was in receipt of weekly wages of £5 5s. The owners raised the defence that Williams was not a workman to whom the Act applied, as he was in receipt of more than £250 a year, not earned by manual labour.

Mr. Newman, for the applicants, stated that although he was described as chief engineer, the vessel was a small tramp of 150 tons, carrying two engineers and one fireman. It was necessary in the course of things that Williams should have to perform a good deal of manual work on the ship, and he submitted that this part of his duties brought him within the scope of the Act. Counsel called evidence to show that the deceased had to execute all the running repairs while at sea, and was responsible wholly for the lubrication of the engines.

Mr. Gething, for the owners, argued that even if Williams did some manual work it was perfectly clear that the substantial portion of his work was of a supervisory nature, concerned with the oversight of the engines, and as his wages were more than £250 a year the claim could not stand. Judge Thomas reserved his decision.

THE CLIPPER STEMS GOING.

REPORTED C.P.O.S. DECISION.

News comes from an American source that the Canadian Pacific Company has now decided that it can dispense with the services of the beautiful little clipper-stemmed "Empress of Japan," and that the American Admiral Line has secured a two-month option for her purchase to replace the "Governor," lost in collision some time back. The former portion of the story is very probable, considering the new ships which are going on to service, and which would make the little 6,000-ton "Japan" quite out of place, but with regard to the latter one may be forgiven for expressing doubt. The Washington Government is not likely to sanction the transfer of a British-built ship to the U.S. flag under the existing circumstances except as a very temporary measure. Under the Red Ensign she would be debarred from the best-paying part of her service by the Coastal Shipping Protection measure. As an alternative it is suggested that she might act as a feeder to the main services, which is quite likely, for they miss a certain amount of traffic along the China coast at the moment, though not very much. She and her two sisters were among the most beautiful liners ever turned out, so handsome that, although they left Barrow thirty years ago, they are still sometimes used as an advertisement by their builders. The "Empress of China" came to grief some years ago, while the "Empress of India" served as the Loyalty hospital ship during the war—being maintained by Indian Princes and is now a "country ship."

Altogether they were three splendid vessels, and it will be a long time before their appearance or their performances (they held the Trans-Pacific record for many years), will be forgotten by seamen.

FRENCH PORT DUES.

PROPOSED TAX PER PASSENGER AND TONNAGE.

Paris, July 7.—The Government has introduced a bill aiming at the reform of port dues. According to this bill, the dues are to be divided into two separate taxes: the first assessed on the net displacement of the ship, the second in accordance with the importance of the business done at each port. The first tax to be levied at each port has been fixed at 30 centimes per net ton of displacement for long distance steamers and at 15 centimes for international coasting steamers. For passengers landing or embarking, the tax is fixed at 10 francs for ordinary passengers and at 1 franc for emigrants coming from or going to long distance ports, and at 2 francs for ordinary passengers, and at 1 franc for emigrants coming from or going to ports in the British Isles and the Channel Islands. No tax will be levied for passengers coming from or going to French or Algerian ports.

WATERTIGHT DOORS.

A NEW LOCKING ARRANGEMENT.

In some circumstances the arrangements for holding watertight doors in an open condition are not entirely satisfactory. With the working of the ship, and specially under occasional heavy vibration, doors may creep away from the position in which they are left and gradually close or partially close the doorway. There are various locking devices by which doors may be kept open. The latest seems to be one in which use is made of a friction brake definitely arranged to come into operation when the door is fully open.

The brake is on the shaft leading direct to the gearing for working the watertight door. It may be placed in any position on the shaft, whether at the door itself or at a position on a deck above the compartment in which the door is situated. The brake consists of two nuts working on right and left-handed threads on the shaft. The nuts have an internal conical

DAIRY FARM NEWS.

FRESH AUSTRALIAN BUTTER

"Daisy" Brand	1.45 per lb.
"Dairy Maid"	1.35 " "
"Pastry"	1.15 " "

CHEESE

Gouda (Full Cream)	1.25 per lb.
Australian Cheddar	1.00 " "
Picnic (own make)	.60 a Jar.
Coulommier (own make)	.40 per pat.

FISH

Fillets	\$.80 per lb.
Haddocks	.70 " "
Kippers	.60 " "
Red Herrings	.30 " "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

FOURTH WEEK OF WHITEAWAY'S SALE

MONDAY, 22nd to SATURDAY, 27th August.

FRESH BARGAINS OFFERED EVERY DAY

SEE OUR WINDOWS

FOR THIS WEEK A LOT OF

LADIES' DRESSES,

COSTUMES,

BLOUSES,

HATS,

AT

QUARTER PRICE.

MUST BE CLEARED

ABSOLUTELY ASTOUNDING BARGAINS.

TERMS CASH.

NO APPROVAL.

WHITEAWAY, LAIDLAW & CO., LTD. HONGKONG.

surface, and are arranged so that they approach each other when the door is being opened. The internal cones engage with a double-ended cone placed conically with the door shaft, the latter one being fixed in a position so that the nuts will jam on the cone at the instant the door is open. The double-ended cone is fixed to a bracket through which the shaft passes so that directly the nuts are in contact with the cone the friction between the nuts and the cone prevent the shaft being rotated.

The angle of the cone is arranged so that no jar or vibration will release the brake, but at the same time so that a turn of the shaft to close the door will immediately release the brake. On the two nuts is arranged to work a very simple indicator which can show in any convenient position whether the door is open or closed. This indicator has the great merit that it is so simple that it cannot get out of order. The whole fitting is mechanically sound and cannot get out of order.

Messrs. Swan, Hunter and Wigham Richardson, of Wallsend-on-Tyne, are the patentees of this device.

EARLIER TELEGRAMS.

[To the Editor of the "China Mail."]

MR. MASSEY.

LONDON, August 24th.

The French Ambassador conferred the Grand Officership of the Legion of Honour on Mr. Massey.

PANAMA-COSTA RICA DISPUTE.

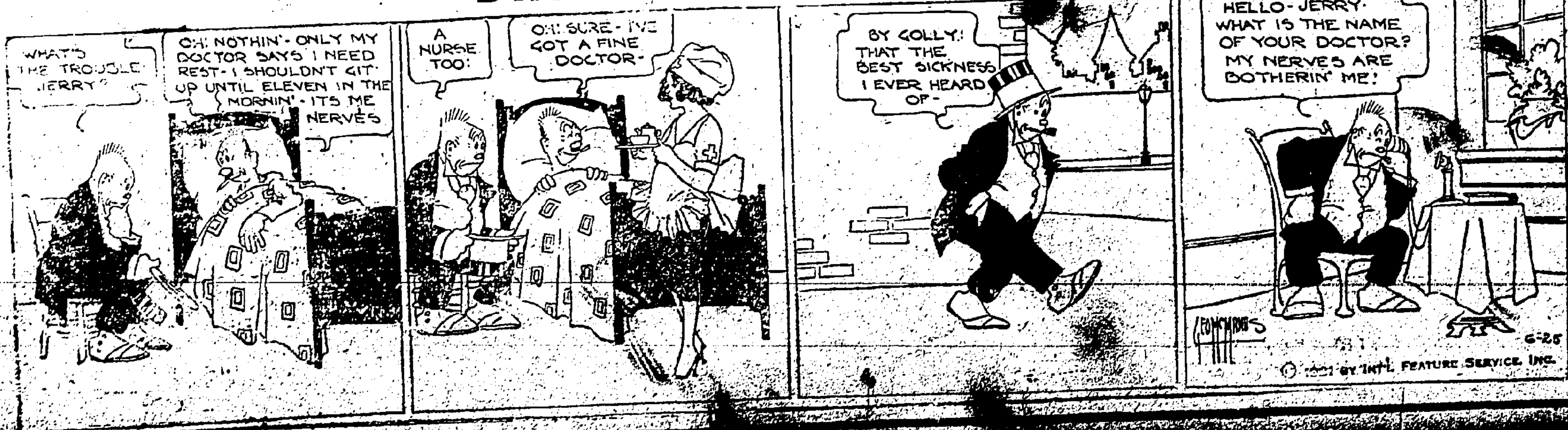
WASHINGTON, August 24th.

On August 22nd, the Foreign Minister of Panama informed the State Department that Panama will not resist Costa Rica's occupation of the disputed territory.

SILESIAN PROBLEM.

The Danish representatives, at the forthcoming assembly of the League, will be M. Zahle, Minister in Stockholm, Dr. Møller and M. Munch, members of the Folketing.

BRINGING UP FATHER.



"SOLIGNUM"

THE ONLY REMEDY AGAINST DESTRUCTION OF
WOODWORK BY WHITE ANTS AND DRY-ROT.
"SOLIGNUM"
DOES NOT EVAPORATE, CRACK OR PEEL, BUT
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TO MOANERS.

Some people are born moaning. Nothing pleases them—they are never satisfied. They have two moans on toast for breakfast, stewed moans and liver for tiffin, with various mixtures of number one moans for dinner.

They grumble at the sun-shine, say the glare hurts their eyes. If there isn't any sun they moan about the darkness. If this sort of people owned the Earth they would want the moon and a few stars thrown in cumshaw. I know one who really ought to be the World's Champion at the game. He works not so many miles from me. Nothing suits him. Lord! but if that man hasn't got some awful liver disease I'm a German. How the Christopher Columbus he gets fat on it beats me.

It's this sort of people who are after the cause of three parts of the social trouble in the Colony. When they've exhausted every legitimate moan they start in on some unfortunate who never has and never will, do them the slightest harm. They imagine they have a grievance, and they say all sorts of nasty, impertinent things which run wild, increase in size, and finally bring about much undeserved blame, worry and enmity. There have been good examples of this recently in the local Press.

I don't for one minute say that if a man feels full and wants to open his safety valve that he shouldn't, but he might be careful where he opens it. Because something has upset him is no reason why he should upset someone else.

There are many different ways of letting go. Some men try it on their wives, but the majority don't try it a second time in that direction. It has a habit of rebounding. Very often the Cook (there is no danger of the wife being the Cook in H.K.) or the rich, fat, full-blooded woman, full of vitality. These are the women who make happy wives, vigorous mothers. The corresponding attraction of a man is due to the same cause—the thin, listless, colorless woman, and the man who seems to have no energy to spare are victims of the prevalent error, Anemia. Watch yourself, and if your energy and attraction are diminished, you will find that you have other anemic symptoms. Your lips are pale. You have a poor appetite. You are out of breath if you run upstairs. A little active exercise makes your heart beat painfully hard.

All this can be set right and you can be as full of vitality and robustness as those whom you envy. It is simply a question of a full, rich blood supply. Dr. Williams' pink pills are the best of good red blood, and give the vitality and attraction that go with it. Thousands of anemic men and women in all parts of the world have been restored to complete health and the joy of living by the blood-making properties of Dr. Williams' pink pills. Here is the experience of a Burmese lady, by name Ma Khin, age 39, wife of Maung Gye, a broker residing at 31, China Street, Mandalay.

"About three and a half years ago my health began to get very unsatisfactory," said she. "I was afflicted with feelings of excessive tiredness and weakness. I became anemic, pale and thin. My eyes pained me and had dark circles round them. My appetite was poor and indigestion troubled me a great deal. I suffered agonies with headaches and pains in my back and sides, and became greatly depressed and subject to fits of crying. I trembled and blushed, and my face, making it very unsightly."

"This miserable state came on gradually and I suffered for about three years, until one day some friends advised me strongly to try Dr. Williams' pink pills, which they said had proved a blessing to many women suffering from thin blood. I at once procured some, and commenced taking the pills according to the directions given. Soon I found a delightful change coming over me. My appetite improved, the indigestion pains ceased. I slept better. By degrees the awful headaches and back-pains left me. My skin became clear, my eyes bright, and my spirits rose as I regained lost weight and strength, and colour returned to my cheeks and lips. Since then I have felt a new woman."

Dr. Williams' pink pills are a true tonic, for men and women too. Start a course to-day. They can be bought of dealers; or direct from Dr. Williams' Medicine Co., 36, Essex Street, London, W.1. or 25, South Street, New York, N.Y.

FREE.—You can obtain a free book of Health Hints by sending a post card request to the above address.

ARE YOU GOING ON A JOURNEY?
HAMBURG'S CAFE and DISTRICTS
Should be packed in your hand luggage when going on a journey. Change of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be carried on the train or steamship. It is a much softer and more pleasant if you have it handy. For sale by all Chemists and Storekeepers.

NEW AERIAL ROUTE.

BAGDAD TO JERUSALEM.
FLYING ACROSS A DESERT.

The Air Ministry announced the other day that planes had projected a new route from Jerusalem to Bagdad across the desert. From Cairo there now comes some account of what has been accomplished. These two great capitals of the past, and let us hope of the future, are divided by a belt, six hundred miles wide, of almost impassable desert. The caravans of the ancients found one or two perilous ways across it, and these are marked on reliable maps by thin lines that alone disturb the blank surface of a terrible No-Man's-Land. The best of these, the time-honoured way from Jerusalem to Bagdad throughout the centuries, went north to Damascus before it struck across, and took 1,200 miles in its course. But the aeroplane can find a way where the camel cannot. Three planes, scouting over head for a convoy of armoured cars, fitted with wireless, below, have struck as nearly as possible straight across this appalling waste, and their bird's-eye view has seen a way through trackless, waterless desolation and through mazes of sand mountains which have defied and killed the adventurer by land. As a result the distance between Jerusalem and Bagdad has been halved, and a virtual bee-line which runs through Amman and Ramadiah may now take the place of the longer way painfully found by the travellers and merchants of old.

A WOMAN'S ATTRACTION.

Lost if She is Anemic.

The woman who most readily wins the admiration of men is the plump, full-blooded woman, full of vitality. These are the women who make happy wives, vigorous mothers. The corresponding attraction of a man is due to the same cause—the thin, listless, colorless woman, and the man who seems to have no energy to spare are victims of the prevalent error, Anemia. Watch yourself, and if your energy and attraction are diminished, you will find that you have other anemic symptoms. Your lips are pale. You have a poor appetite. You are out of breath if you run upstairs. A little active exercise makes your heart beat painfully hard.

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"GLAUCUS" 20th Sept. London, Amsterdam & Antwerp
"ELFENOR" 27th Sept. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)
"NINGCHOW" 11th Sept. Genoa, Marseilles & Liverpool
"THESEUS" 18th Sept. Marseilles, Havre & Liverpool
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"TELEMACHUS" 1st Oct. Rotterdam & Liverpool

PACIFIC SERVICE

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"TYNDARUS" 21st Sept. do do do
"PROTESILAEUS" 28th Sept. do do do

NEW YORK SERVICE

(via Suez or Panama) via Suez
"ATREUS" 2nd Sept.

PASSENGER SERVICE

"PYRRHUS" 2nd Sept. for Shanghai Kobe & Yama
"ASCANIUS" 7th Sept. for Singapore & Liverpool
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INWARD MAILS.

THURSDAY, AUGUST 25.
Shanghai via Suez (Letters only London date 21st July). Lake Park
EUROPE via Suez (Letters only London date 21st July). Lake Park
Shanghai via Suez (Newspapers only London date 21st July). Namsang
Shanghai via Suez (Newspapers only London date 21st July). Namsang
SUNDAY, AUGUST 28.
Shanghai via Suez (Newspapers only London date 21st July). Namsang
MONDAY, AUGUST 29.
U.S.A. Japan and Shanghai via Suez (Newspapers only London date 21st July). Namsang

OUTWARD MAILS.

THURSDAY, AUGUST 25.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
FRIDAY, AUGUST 26.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
SATURDAY, AUGUST 27.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
SUNDAY, AUGUST 28.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
MONDAY, AUGUST 29.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
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TUESDAY, AUGUST 30.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
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Port of Spain via Suez (Letters only London date 21st July). Lake Park
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WEDNESDAY, SEPTEMBER 1.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
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Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
THURSDAY, SEPTEMBER 2.
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Port of Spain via Suez (Letters only London date 21st July). Lake Park
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FRIDAY, SEPTEMBER 3.
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Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
SATURDAY, SEPTEMBER 4.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
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Port of Spain via Suez (Letters only London date 21st July). Lake Park
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SUNDAY, SEPTEMBER 5.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
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Port of Spain via Suez (Letters only London date 21st July). Lake Park
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MONDAY, SEPTEMBER 6.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
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TUESDAY, SEPTEMBER 7.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
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WEDNESDAY, SEPTEMBER 8.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
THURSDAY, SEPTEMBER 9.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
FRIDAY, SEPTEMBER 10.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
SATURDAY, SEPTEMBER 11.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
SUNDAY, SEPTEMBER 12.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
MONDAY, SEPTEMBER 13.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
TUESDAY, SEPTEMBER 14.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
WEDNESDAY, SEPTEMBER 15.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
THURSDAY, SEPTEMBER 16.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
FRIDAY, SEPTEMBER 17.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
SATURDAY, SEPTEMBER 18.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
SUNDAY, SEPTEMBER 19.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
MONDAY, SEPTEMBER 20.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
TUESDAY, SEPTEMBER 21.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
WEDNESDAY, SEPTEMBER 22.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
THURSDAY, SEPTEMBER 23.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
FRIDAY, SEPTEMBER 24.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
SATURDAY, SEPTEMBER 25.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
SUNDAY, SEPTEMBER 26.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
MONDAY, SEPTEMBER 27.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
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TUESDAY, SEPTEMBER 28.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
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WEDNESDAY, SEPTEMBER 29.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
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THURSDAY, SEPTEMBER 30.
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
Senshi and Wadow via Suez (Letters only London date 21st July). Lake Park
FRIDAY, SEPTEMBER 1.
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MONDAY, SEPTEMBER 4.
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Port of Spain via Suez (Letters only London date 21st July). Lake Park
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TUESDAY, SEPTEMBER 5.
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WEDNESDAY, SEPTEMBER 6.
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THURSDAY, SEPTEMBER 7.
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Port of Spain via Suez (Letters only London date 21st July). Lake Park
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MONDAY, SEPTEMBER 11.
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Port of Spain via Suez (Letters only London date 21st July). Lake Park
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TUESDAY, SEPTEMBER 12.
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Japan via Suez (Letters only London date 21st July). Lake Park
Port of Spain via Suez (Letters only London date 21st July). Lake Park
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WEDNESDAY, SEPTEMBER 13.
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Port of Spain via Suez (Letters only London date 21st July). Lake Park
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THURSDAY, SEPTEMBER 14.
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Port of Spain via Suez (Letters only London date 21st July). Lake Park
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SATURDAY, SEPTEMBER 16.
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TUESDAY, SEPTEMBER 26.
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